

State parks undergo many operational changes

By JOSEPHINE ZIMMERMAN
Herald Staff Writer
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During the past year, the State Parks and Recreation opened many park concessions to re-bidding, and many changes were made in park operation within the Central Region.

At Deer Creek Reservoir, the Parks Department took over Island Boat Camp and removed the small cabins and all other facilities except one restroom building. The camp will now become a day-use facility only.

Doug and Julie Wagstaff, Heber Valley, were the successful bidders for operation of the camp, and secured a 10-year contract with an option for 10 additional years.

Wagstaffs are currently constructing a large building at the site which will house a restaurant, equipment rentals and a store.

Mrs. Wagstaff said they hope to have the restaurant open by the holidays, at least for weekend use and for catering to large groups and weddings.

"We'll start out serving dinners, and by next season, hope to have the restaurant in full operation," she said.

Wagstaffs have built a new boat dock which they hope to expand by next season.

Al Clayburn, superintendent of Deer Creek State Park, said a new entrance to the park has been opened, which is a little safer than the old one. The area has also been cleared to make parking for 500 vehicles.

"It has been filled many times this season, and people have also parked across the highway," he said. Parking across the highway

worries him because patrons and children must cross the busy road to reach the park.

"We have no acceleration or deceleration lanes near the entrance, so driving into the park is still dangerous," he said. Widening of that portion of the canyon road is still likely several years in the future.

Clayburn said Island Park is used almost as heavily in the winter as in the summer.

"We've had 800 fishermen up here in the winter ice fishing," he said.

Courtland Nelson, supervisor of the Central Region, State Parks and Recreation Department, said the department is looking at the need to expand recreation facilities since the demand on some areas is so great.

They are looking at an additional 22,000 acres at Wasatch Mountain State Park, with the construction

of an additional 18 holes of golf, winter activity facilities, additional areas for cross country skiing and snowmobiling.

"We have added three new concessions in the Central Region, and we plan to add three more next year," he said.

The Central Region takes in nine state parks and the boating on Strawberry and Flaming Gorge lakes.

He said they are doing a market analysis to determine how best to use the areas under state supervision. This will mean some parks will become more specialized, and the land will be used for intensively.

With limited resources and greater demand, the state may not be able to care for some of the areas, the private sector may be better prepared to take them over, he noted.

In addition to the new facilities

at Island Boat Camp, Nelson is looking at a new concession and equipment rental at Starvation Reservoir, and a new store-museum at Dinosaur National Historic Museum. The store will handle books and historic information of interest to the museum visitors.

Some renovation work has already been done at some of the parks, Nelson said.

Utah Lake State Park is being restored after the floods of 1983-84. New boat docks have been built, and the ice skating rink will open this fall.

New vault toilets have been constructed at Rockport Park, and Nelson said they hope to replace the old Marina and add a sewage dump station.

Some renovation work has also been completed at Wasatch State Park, including replacing the roof on the center there.



Steve Olsen Photo

Members of the state parks department examine the location of a concession restaurant currently being built near the



Lenora Plothow

State PTA
president

Highway relocation study nearly complete

By SONNI SCHWINN
Wasatch County Correspondent

HEBER CITY — Francis Smith, of Francis Smith Engineering, a Heber City firm, said the preliminary survey for Route A, a highway between Kamas and Heber, is nearly completed but designing time is running out.

Regarding the survey he is conducting for Heber City to determine curb and gutter improvements, he said "I think we're going to come up with some phenomenal answers."

Construction of the Jordanelle Dam has made it necessary to build new roads in Summit and

Wasatch counties because present roads will be under water when the reservoir is filled. Wasatch County commissioners have been trying to convince Bureau of Reclamation officials that the new road between Kamas and Heber should be constructed to carry 50 mph traffic in order to maintain the business exchange between them. If they are not successful, the road may be constructed to carry only 35 mph traffic. That, officials say, would be economically disastrous for Wasatch County businesses.

The BOR has okayed a feasibility study of Route A which Smith reports he has nearly completed. He said the area has been surveyed

and the aerial mapping is almost done. He said, however, that a contract for actual planning has not yet been let.

He said procedures for awarding the contract are extremely complex, involving the Utah Department of Transportation, the BOR and Wasatch County, and have been pending since last spring, in spite of pressure by county commissioners to get the matter resolved.

He said planning and design would ordinarily take about two years, but construction of Route A is scheduled to begin next spring. He said the planning can be done in three months and actual design

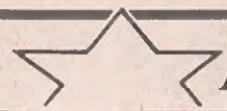
could be completed four months later. However, not only is the planning phase being delayed, there could be a second delay prior to the design phase, which could make it impossible to meet the BOR timetable. He added that it took the BOR over three years to design the new US Highway 40.

Both Smith and the county commission have expressed concern that the delays may postpone planning and design until there isn't enough money left to build the higher quality road.

Smith also reported that he has completed about one third of the road and drainage inventory and analysis study for Heber City. Ev-

ery street has been walked and mapped on spread sheets.

He said the next phase will be to recommend and prioritize improvements and costs. The main reason for the improvements is to improve drainage in the city as a flood control measure. He added "In every community I've ever been in, when curbs and gutters have been installed, the entire section lasts longer." Lou Jackson, the councilman in charge of the street department, has estimated that curb and gutter improvements can be paid from funds allocated but not needed, for street repairs because of longer life.



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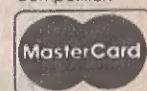
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